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(1928)

# LIGHTING ST. LOUIS

*the city of white ways*

electric lighting

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**"THE SPIRIT OF ST. LOUIS"**



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# *LIGHTING ST. LOUIS*

THE CITY OF WHITE WAYS

*SECOND EDITION*

Special Publication 1823-A

Westinghouse Electric & Manufacturing Company  
East Pittsburgh, Pennsylvania





Fig. 1—Downtown St. Louis from the air.

**Foreword** *This book, which tells the story of the new street lighting system in St. Louis, a story unparalleled in municipal history, is issued at the time of the dedication of the downtown district. Its purpose is to commemorate the spirit of public welfare shown by St. Louis' citizens and the untiring zeal of their City Administration in transforming that spirit into the reality of a splendid street lighting system.*



# CHAPTER I

## *The New St. Louis*

"St. Louis!" The pilot's lips form words that cannot be heard above the roar of a powerful motor. His companion nods, looking downward over the side of the plane at the mass of a city, spread out like a fan in a wide bend of the Mississippi river. In the west, the glow of sunset still paints its color on the sky, but below, the shadows have melted together in the even purple of dusk.

"Look!" Again the pilot speaks and points downward. The grey city is being transformed. Section after section of that great fan suddenly springs to life. A myriad of lights break the gathering darkness. Ribbons of light cross and recross each other in a brilliant patchwork. It is as though an artist with a quick, sure hand were drawing a map of the city, working on a grey canvas and marking the streets with glowing silver lines. As the plane passes westward, the great city lies behind in a glow of light, like a shining jewel laid on the black velvet of the countryside.

But on the streets of St. Louis, hundreds of thousands of people are finding more than mere beauty in the light that has been born at dusk. The

canyons of the streets downtown are crowded with traffic that moves safely and surely, because it moves in a flood of even, shadowless light. Tall stately columns of granite stand in rows along the curb, each bearing a graceful bracket that carries two shining globes.

The light from these beautiful lamps makes the street like day; it is reflected from the facades of buildings and from the street itself, making a lane of light without glare and without shadow. On the edges of the business district and into the districts where these people have their homes, the lanes of light extend. Here, only one lamp surmounts each granite column, but it bathes the street with light, guiding the citizens homeward in safety and security.

This is St. Louis at night—a city of white ways, a city of safety and comfort for those who travel its streets after darkness, a city of beautiful light. The story of how this city came from darkness into light is a story that will go down in the annals of municipal history—a tribute to public spirited citizens and to an energetic, unselfish administration.



## CHAPTER II

### *A Chapter of Shadows and the Coming of Light*

In the late years of the eighteenth century, when the first streets of St. Louis straggled back from the river's bank, nothing was known of street lighting. Attempts were made at first to utilize sputtering tallow candles in lanterns. Oil lamps came next, dim and smoking in the darkness of the night. Finally, gas lamps were installed on all the streets of the rapidly growing city, a method of illumination used throughout St. Louis until the present day, except in the downtown districts, where the gas lamps were replaced with electric arc lights.

Meanwhile, the science of street lighting had been making remarkable strides forward. The development of the Mazda lamp had opened up new possibilities in the illumination of city streets. St. Louis was watching these developments, and when the opportunity came with the expiration of the gas contract in 1920, the city took the first step toward a modern system of street lighting. This step was the passage of a million dollar bond issue for relighting the public parks, where, for the first time, Mazda lamps were used for outdoor lighting in the city.

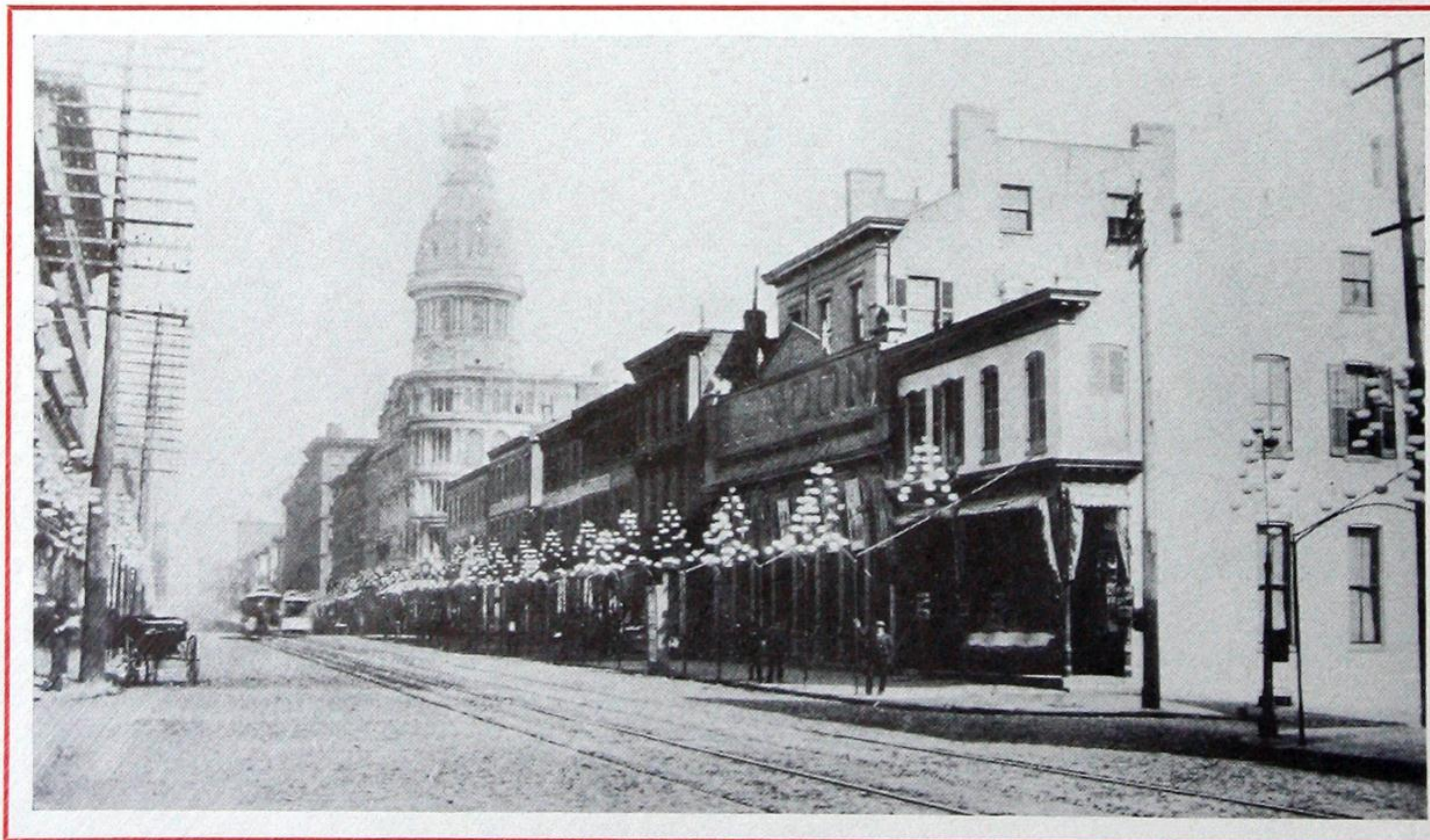


Fig. 2—Gas lights in downtown St. Louis in 1870



The comparison of this park lighting with the gas lamps used in surrounding districts led to the installation of the finest system of ornamental street lighting in the world. In 1922, the citizens magnificently responded to the need of their city, and passed a bond issue of \$87,-000,000; \$8,000,000 of which was to be used for the purpose of giving St. Louis the street lighting its size and prestige merited. The dismal gas lamps were to be replaced by the most modern and beautiful system money could buy. This bond issue, incidentally, was the largest bond issue ever made by a municipality for civic improvements.

Those citizens of Louis who marked an X under "Yes" on that ballot can feel that they have been individually responsible for the glory of St. Louis as it stands today.

With \$8,000,000 authorized, the city administration had an opportunity never before granted any municipal government—an opportunity to plan and develop a complete, unified street lighting system for nearly the entire area of their city. The great mag-

nitude of the task made it necessary to handle the work by districts, beginning first in the residential areas and proceeding later to the downtown business district. It must be kept in mind, however, that the entire system was planned as a co-ordinated,



Fig. 3—Until 1928, streets were lighted with magnetite arc lamps.  
The corner of Olive and 11th Streets.

harmonious method of ornamental street lighting for the entire city of St. Louis. It is this aspect that makes it notable the world over. In December, 1925, the first contract for installing the lighting system in districts known as "B", "C" and "D" was awarded to A. M. Ryckoff and work started immediately. Aided by a good organization and by the latest labor-saving equipment, the work progressed rapidly and was completed in December, 1926. More than



9,000 lighting standards were erected, with all the necessary wiring and controlling equipment.

Plans had been previously made for the work of lighting the next district, known as the extension of District "D". The contract for this section had been let in the fall of 1926 and work was under way by the Ryckoff organization. 3,258 lighting units were installed in this district.

By the spring of 1927, plans were completed for the next district, known as District "E", and the contract was awarded to G. L. Tarlton, a St. Louis contractor. While 4,355 lighting units were being put in this district, the most important work in the whole project was undertaken—that of planning the installation of the new system in the crowded downtown area, District "A". This planning was completed and the contract let on March 13, 1928 to G. L. Tarlton, for the installation of 4,374 lighting units, 752 of which carried two lights on the top of each post.

The completion of the work in District "A", the heart of St. Louis is the

occasion of the dedication ceremony commemorated by this book.

St. Louis now boasts the foremost street lighting system in the world. Every night, exactly at dusk, a magic wand is waved and the people in

this metropolis see their streets flooded with light. Gradually, they take it more and more for granted, as though it were the most commonplace thing in the world for thousands of lights to come on at dusk and go off at dawn without anyone's bothering about it at all.

This thing is not commonplace! It is the result of amazing effort on the part of many men; it represents a solution of complex problems by human

minds and muscles; it stands as tangible evidence of the miracles that can be wrought by science, engineering and executive ability. What is behind this marvelous work? How was it built? How does it operate, so silently, so surely, when dusk comes down? How much labor and effort went into the making of it? These questions can be answered only by telling the story that lies between the lines of the historical sketch in this chapter.

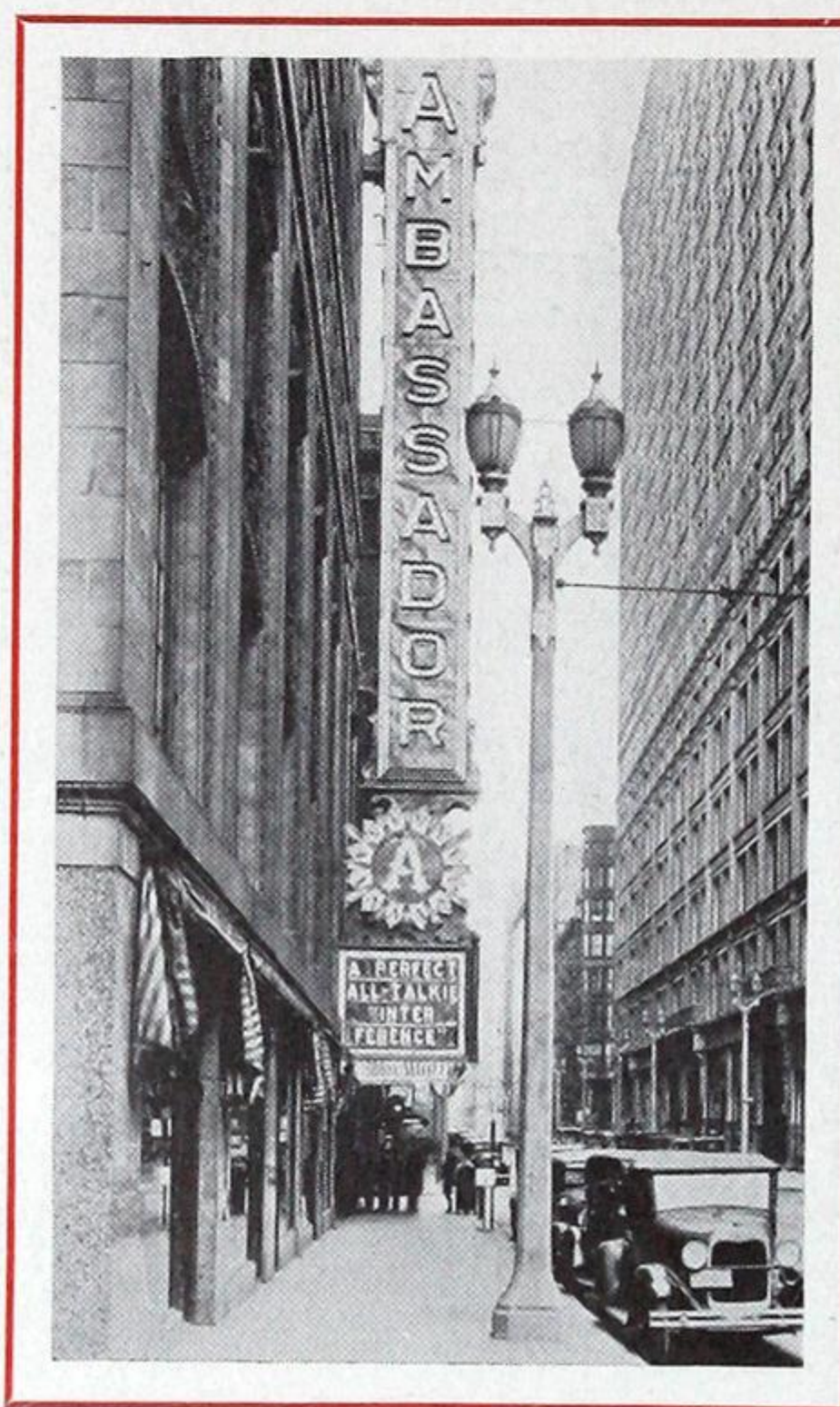


Fig. 4—Tall, slender columns and beautiful globes — the street lighting of today and tomorrow.



## CHAPTER III

### *The Men, The Work, The Equipment*

No understanding of the gigantic task of lighting the city of St. Louis is possible without an understanding of how a street lighting system works. To the average man, nothing is apparent but a row of granite standards surmounted with glass globes which light up at dusk and go out at dawn. Behind this, however, lies an intricate electrical system taxing the ingenuity of scientists to devise and the direction of master executives to install.

Take the downtown district as an example. It is obvious that, somehow or other, electric power must be sent from a main power plant to each one of the thousands of lamps and that each lamp must get just the right amount of current. The system used for this distribution is like a system of handling freight in the most economical and efficient way. Power, in bulk, is delivered from the lines of the Union

Electric Light and Power Company to a station in the district, called a "substation". This substation is like a main shipping point, where the "bulk power"

is sent along a number of "trunk lines" to other distributing points which are in man-holes beneath the city streets. At these points, the "bulk" power leaves the trunk lines and is divided up, a certain quantity being sent along each of a

number of "branch" lines that go to the lighting units. There are perhaps forty units on each "branch" line. The advantages of such a system can readily be seen. Instead of starting from the main shipping point and running lines to each lamp, the "trunk" lines carry the power to "Branch distributing points" and from there the "branch" lines go out to the lamps located near that distributing point.

These "trunk lines" and "branch lines", of course, are electric cables



Fig. 5—Mayor Victor Miller holding the tool that broke the first ground for St. Louis' new lighting system.



over which the power flows and are all laid beneath the surface of the street, so that there are no unsightly wires above ground. They go up through the center of the lighting standard and come out in a socket which is an enlarged and special variety of the kind that is used in everyone's home.

For instance, in the substation is the automatic control that regulates the entire system for the district. An astronomical time clock turns on the lights at dusk every night. This clock is so made that it takes into account the varying length of the days in summer and winter and starts the system working at exactly the same number of minutes after sunset every night. It is made and set especially for St. Louis days and nights, which are, of course, different from those in Greenland or Paris or Los Angeles.

Two power lines from the Union Electric Light and Power Company come into the substation. One of these is the "preferred" line; the other, the "emergency". As long as there is power on the "preferred" line, the little time clock connects it to the lines going out of the substation. But, if for any reason, the power should fail on this line,

there is a whirr and a click, and the whole system is shifted over to the "emergency" line. This is all automatic. Nobody has to be there to throw a switch or press a button. Out on the streets, the lights have simply "gone out" for a few seconds and then come on again.

As soon as the main power line is cut into the system, the switches on the "trunk" lines close, one after the other in regular order, and the power starts out to the lamps. If there should be an "accident", or "short-circuit" on any one of these trunk lines, the switch for that trunk line back in the substation is automatically thrown and the power shut off, so that nothing can happen on the lines where everything is in good order. The lamps on that one circuit go out, the main office is notified, and a "trouble shooter" is sent out to make repairs.

In everyday language, this is the system that operates the street lights in downtown St. Louis. Everything about it is planned to give the best lighting at the lowest possible cost and every precaution is taken against accidents that might cut off the lights or cause the electric current in the cables to become dangerous.

The work of planning, build-

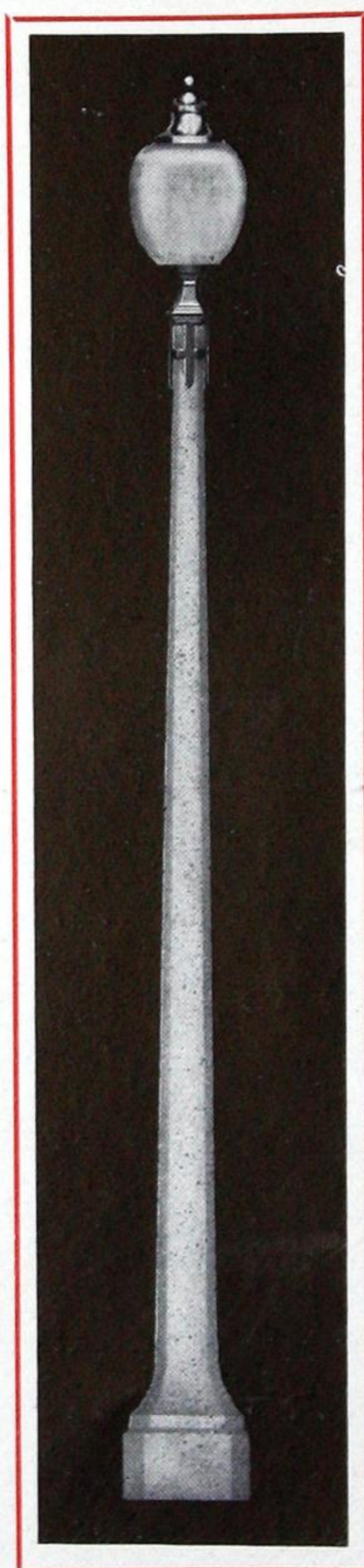


Fig. 6—The single-unit luminaire and Hollowspun standard for residential districts.



ing and installing this system for lighting the entire downtown section of St. Louis is a work of such magnitude that it is difficult to conceive. And when, to this, is added the work of installing similar systems in four other districts of the city, it becomes one that seems insurmountable. That this job has been put through so quickly and so successfully is due primarily to the ability of those members of the City Administration responsible for the work. Mayor Victor Miller, on whose shoulders falls the burden of all civic activities; Director of Public Utilities, John Pritchard, who has ably supervised this great work in his department; City Electrical Engineer, George Heath, whose untiring efforts in planning and directing this greatest of all lighting projects have born fruit in its completion; and Chas. G. Gonter, Assistant to Mr. Heath—these are the men ultimately responsible for the success of St. Louis' \$8,000,000 street lighting program. The business men of St. Louis, too, by giving the utmost cooperation and tolerance during the necessary interference and interruption while the system was being installed, have contributed much to the final result.

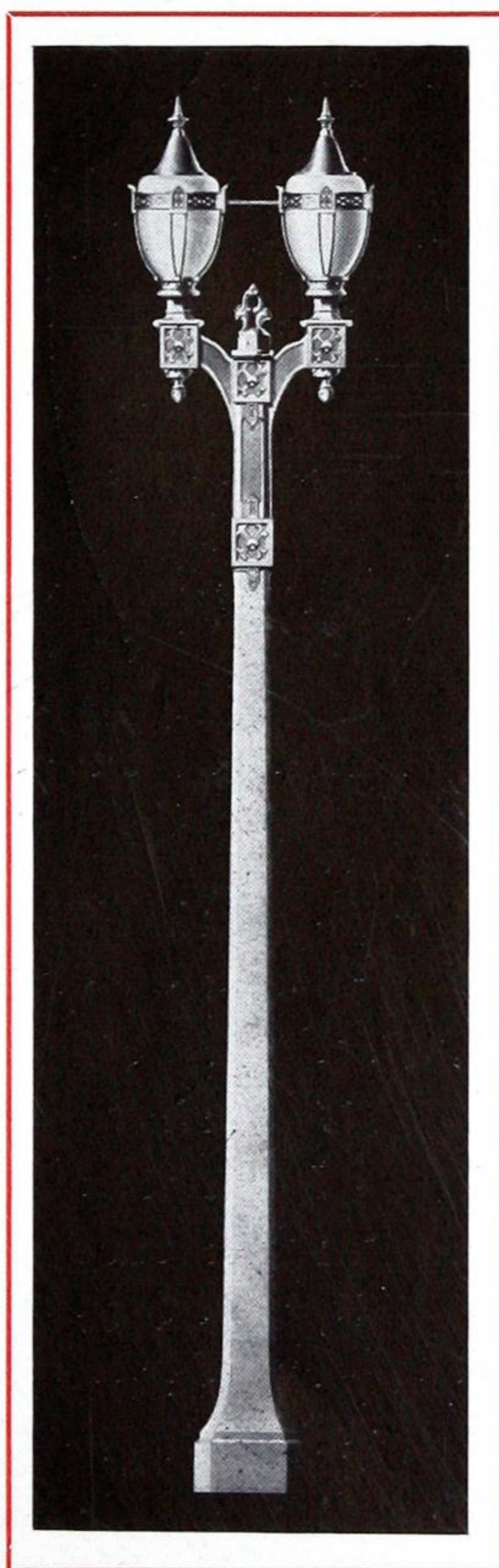


Fig. 7—The double-unit luminaire and Hollowspun standard used in the downtown area.

## THE CITY'S PART

To begin with, a work of this kind required the most careful and expert planning. To this task, the Engineering Department of the city applied itself. The substation had to be planned and located; the location of the trunk lines plotted accurately, as well as the location of the "distribution points", or manholes, the location of

each individual lighting standard. And all this was only a beginning. Each lighting standard with its luminaire weighed about a ton and a half. Consequently, each one had to have a foundation. As everyone knows, the area below the sidewalks of the business district of a city is not solid ground. Basements extend to the curb line. Telephone cables run underground; as well as steam lines, water pipes and the like. Where there were basements below the proposed location of these ton and a half lighting standards, a thousand and one kinds of obstructions were encountered. The Engineering Department of the city was compelled to take more than 400 photographs of underground obstructions in order that the work might be planned for



quick and economical installation. More than 600 legal forms were prepared to enable city employees to enter the basements in question without violation of law.

And this, still, is only the beginning. In addition to this necessary planning work, detailed specifications had to be made up for each and every individual item of equipment used in the construction of the system, and for each operation employed in completing it. These specifications go into such minute detail as the exact thickness of the insulation on the cables used and the exact chemical composition of this insulation. The specifications for the work on the downtown district comprised more than 650 typewritten pages.

The engineering department of the city, to complete their surveys and make up specifications for the contract in the downtown district, worked continuously from October, 1927 to February, 1928, employing a force of 60 men. This office force put in a total of 8000 hours overtime in that period, for which they received no compensation. During the work on the equipment which was to be used, many novel developments were made and added to recent engineering contributions in the street lighting field. For instance, a special lamp socket had to be de-

veloped for use on the 20 ampere circuit in the downtown district. This socket takes lamps that vary from 1000 to 2500 candlepower, and is known as the "Peerless" socket. Another example of the detail in which equipment specifications were worked out is in the arrangement made for cleaning the great double luminaires at the top of the 26 foot posts in the downtown area. The ornament at

the top of the standard, between the two lamps, can be swung back on a hinge, giving a firm, flat surface on which the man can stand to clean or replace the lamps. A bronze rod extends between the two globe supports, to which the cleaner attaches his safety belt. The heavy aluminum tops over the glass globes are chained to the standard, so

that if they should become dislodged they will not fall to the streets. Such specific developments as these show the alertness and ingenuity of the city engineering department in giving the citizens of St. Louis a system that would merit in every way the great sum of money expended.

Still another problem to be solved was the design of the lighting standards themselves and of the luminaires, or fixtures that enclose the powerful Mazda lamps. Since nothing of the whole system except these standards and



Fig. 8—The largest glass globe ever made for street lighting.



luminaires is visible, it is essential that they be well designed from an architectural standpoint, to combine strength and utility with beauty of appearance. The St. Louis standards are of a special design, and except in size, are the same throughout the whole city. They are 23 feet high in the center of the downtown district, 17 feet high on streets bounding the center, and 13 feet high at the edges of the downtown district and through the residential districts. A strong aluminum casting fits over the top of the post, supporting the bronze "cage" that holds the globe. This cage is so designed that the globe rests on four springs and a cork gasket

—a precaution necessary for such large globes, to prevent breakage and strain on the glassware. The glass globes used in the downtown district are the largest ever made for a street lighting unit, being several feet high and about two and a half feet in diameter. The appearance of the assembled unit adds greatly to the beauty of St. Louis streets. The posts, or standards, represent a recent novel development in street lighting history. They are concrete columns of native Missouri granite, re-inforced with steel rods, and manufactured by a special process in the Westinghouse plant at St. Louis. Because of this process, these posts

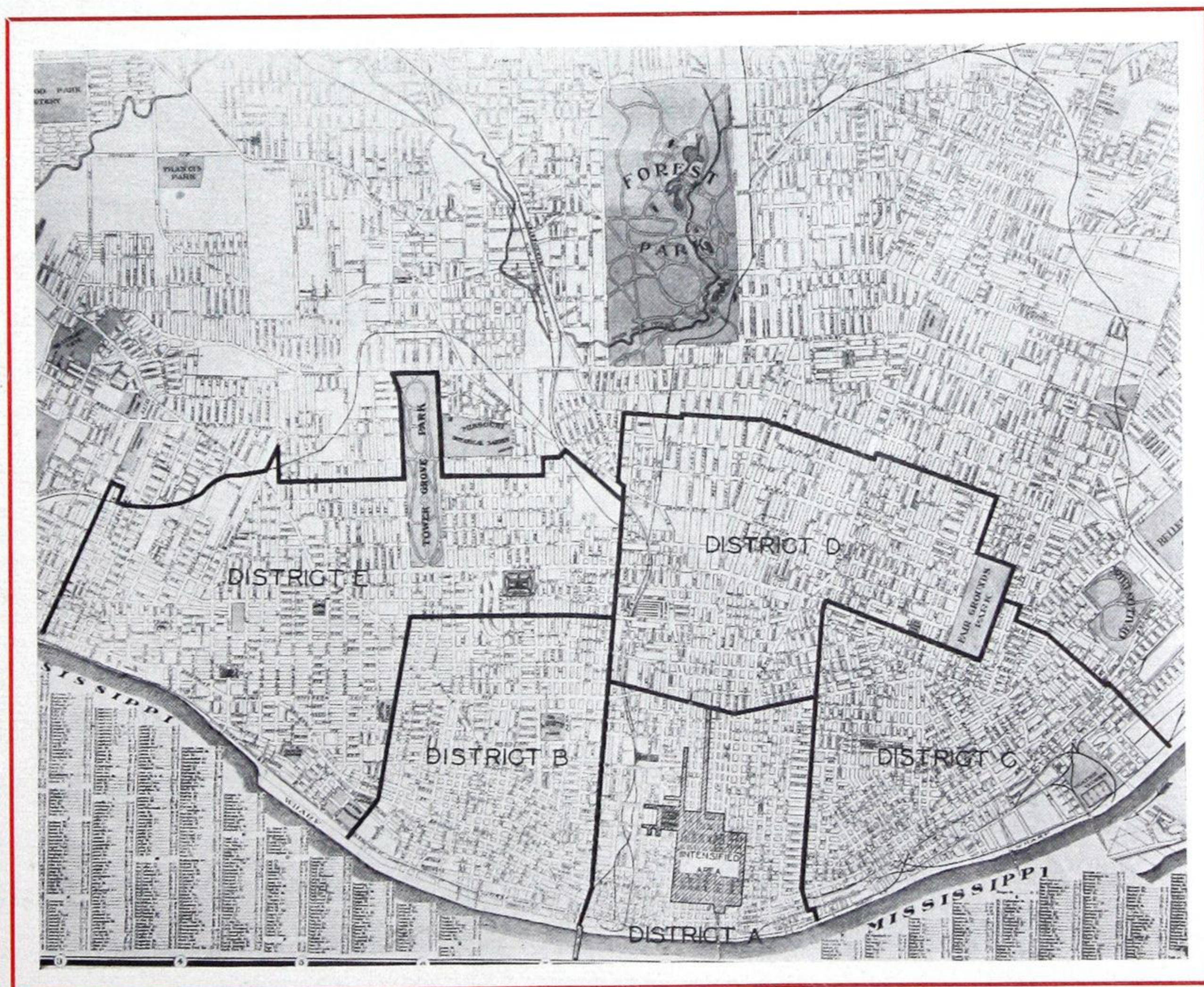


Fig. 9—Map of the city, showing the districts included in the comprehensive plan to date.



combine slender, shapely appearance with almost unbelievable strength. Careful tests were conducted before this type of post was chosen; strains and stresses far in excess of the maximum requirements were inflicted on the standards without injuring or weakening them. In September, 1927, these tests made by man were confirmed in a remarkable way by a test of nature. A terrific tornado struck St. Louis, devastating an area of six square miles. Of more than four thousand new lighting standards in this area, only a few were damaged sufficiently

to need replacement—and this in spite of the fact that buildings were razed and gutted, trees and wires swept away. The lighting standards remained upright, and, on the night of the tornado, the lights in that district went on as usual. No greater proof could be found of the careful and scientific selection made by the City Administration of the equipment in the new street lighting system.

After all this work of planning the system and specifying the equipment

had been done, the City officials still faced the task of inspecting every operation of the work of installing the system, as it progressed from district

to district. A force of more than a hundred inspectors was maintained while the installation was made downtown. These men checked every detail of the construction and installation work, assuring the citizens of St. Louis that everything went as planned and determined by those responsible for the project.

St. Louis may well be proud of its Mayor, its Director of Public Utilities, its Chief Electrical

Engineer and his staff, for these men have given the city a street lighting system second to none in the world, a system for which there were no precedents established elsewhere, a system which will bring St. Louis new prosperity, safety and civic beauty.

#### THE CONTRACTOR'S PART

On March 13, 1928, the largest single contract ever let for the installation of a street lighting system was awarded by the city to G. L. Tarlton, St. Louis contractor, and the lowest of four bid-



Fig. 10—Nature tests the Hollowspun granite standard, and finds it strong. Scene at Maryland and Whittier Streets after the tornado.



ders. The Tarlton organization contracted to install the system complete in the downtown district for \$2,235,985.00 Under the able direction of Joseph C. Hail, general manager for Mr. Tarlton, work was started immediately and progressed with such rapidity that, nine months later the lights were turned on throughout the downtown area.

The magnitude of this task, too, is one that cannot be understood without knowing the work involved. A complete automatic sub-station had to be erected, exactly as specified in the city's orders. Four miles of primary cable lines had to be laid in conduits two feet below the street level from this sub-station to the 38 distributing points. These distributing points were manholes, 21 of which measure 26 feet long by 9 feet wide by 8 feet deep, the size of a large living room, and built entirely below the street level. The other 17 distributing manholes were nearly as large; and, in addition to these, 37 small manholes had to be constructed for pulling and splicing cables. These were six feet long by four feet wide by five feet deep. This entire system of rooms below the street had to be lighted by an individual lighting system and equipped with a drainage system. The installation of the conduit lines and manholes required 17,000 cubic yards of excavation, the equivalent of a trench a yard deep and a yard wide and nearly ten miles long.

From the distributing points to the

lighting standards, secondary cables had to be laid in trenches from 14 inches to two feet deep. More than 85 miles of this trench was required in an area where most of it had to be dug in concrete or asphalt streets or cement sidewalks!

The contract further called for the erection of 4,373 street lighting standards, varying in weight from a ton and a half to two tons. 352 of these standards had to be sunk in open basements, where it was necessary to build concrete foundations from eight to twenty feet deep, in the midst of such obstructions as refrigerators, steam lines, cafeteria equipment and the like.

The construction of such a gigantic system is, in itself, a tremendous task, but, in this case, it was rendered doubly hard by the fact that all the work had to be done in the busiest section of St. Louis. As a result, most of the work was done at night, or on Sundays, to permit traffic and the conduct of business to go on unimpeded. A crew of 700 men worked day and night, erecting poles, laying cables, making excavations, installing electrical equipment. Nearly all the work in the area bounded by 4th and 14th Streets, and Franklin and Market Streets, was performed between the hours of eleven at night and seven in the morning.

Aided by the latest labor saving devices and directed by the most competent of men, this work was con-



ducted in a manner very similar to modern mass production in today's factories. The operations followed each other in a regular predetermined order. One crew went through the city preparing the sockets for the standards; another followed it erecting the poles; another came along laying cables and preparing walks; another placed the aluminum fixtures on the post tops; another completed the work by fitting on the globes and their bronze "cages". Each one of these separate operations was likewise divided up into more specific individual processes. For instance, in laying cable, one gang went ahead breaking the concrete pavement; another followed it digging the trench; another came along laying the cables; another closed up the trench and replaced the pavement.

As a result of the modern methods employed, this greatest of all street lighting contracts was executed and fulfilled in nine months, and, what is more important, without effecting any material disturbance of ordinary work and traffic in the downtown district of the city. Much credit for this efficiency and dispatch is due to the Tarlton organization and particularly to Mr. Hail, who has been general manager in charge of all the street lighting work in the city.

Another responsibility assumed by the contractor was the purchase of all the material and equipment for the lighting system. That means, of course,

the lighting standards, the globes and fixtures, as well as all the cable, the transformers, and the complete automatic substation. Every item of this equipment was purchased from the Westinghouse Electric & Manufacturing Company, as a result, first, of the company's considerable experience in the development and manufacture of street lighting equipment and, second, of its established position in the electrical field. Both the contractor and the City Administration recognized the value of having one undivided responsibility for the manufacture of all the electrical equipment.

#### THE WESTINGHOUSE COMPANY'S COOPERATION

The Westinghouse Company, in manufacturing the electrical apparatus, gave the utmost measure of cooperation to both the contractor and the City of St. Louis. For the manufacture of the granite lighting standards, a special \$500,000 plant was located in St. Louis. In this plant, the standards were manufactured by an ingenious process that gave them the appearance and the great strength desired. Molds were made to conform exactly to the design as specified by the city engineers, and these molds were filled with carefully determined quantities of red Missouri granite and cement, reinforced with steel rods. The mold was then spun, or whirled around, so that the heavy granite in the mixture was thrown to the outside of the mold,



forming a compact, close-grained mass, and leaving a hole down the center through which the wires could be run to the lamp at the top. Standards made this way are known as "Hollowspun"

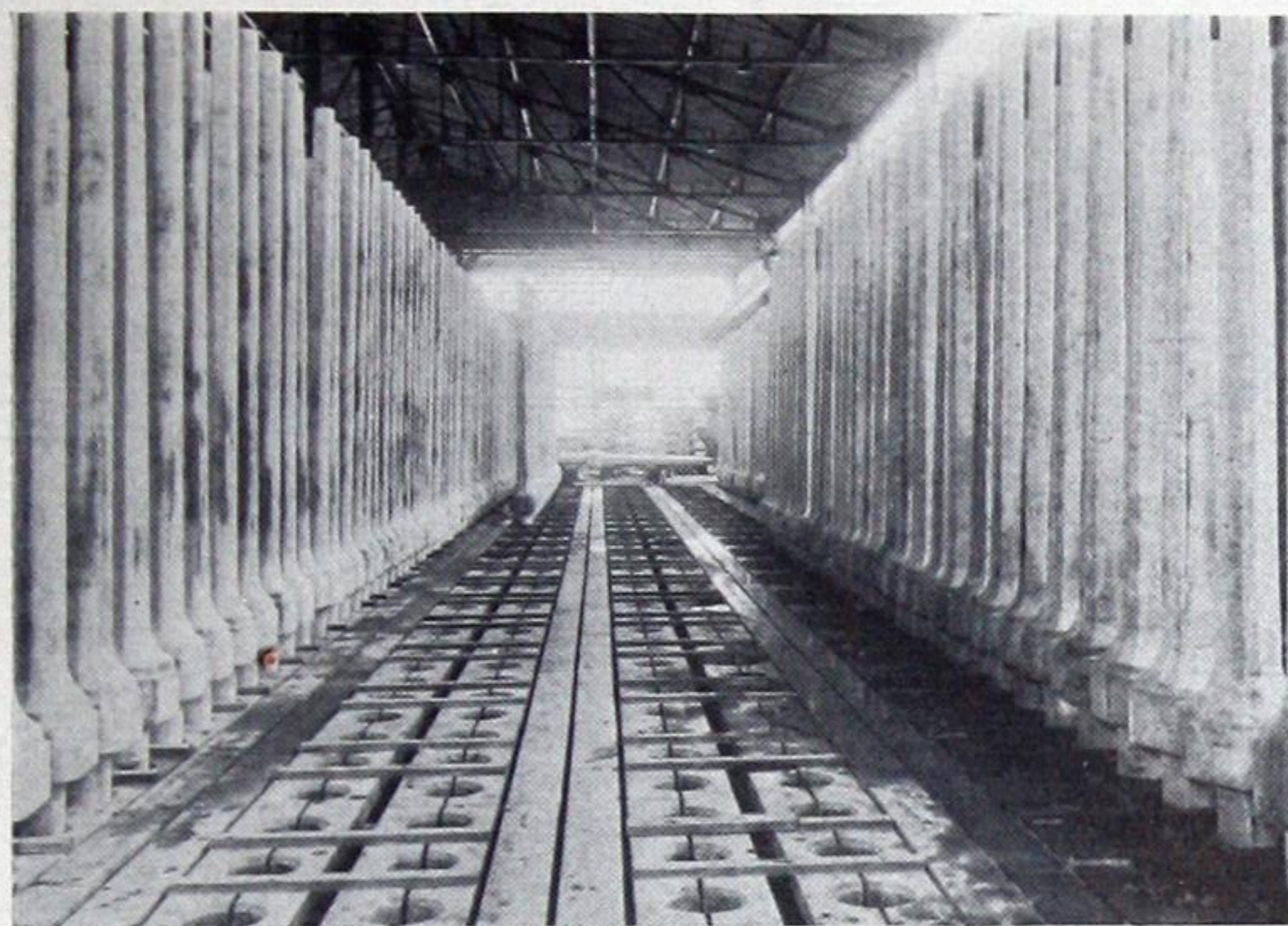


Fig. 11— A forest of Hollowspun St. Louis lighting standards in the Westinghouse plant in St. Louis. All standards are seasoned for several weeks before being placed on the streets.

standards and have a strength which, as has been shown, is capable of resisting the fiercest strains and stresses. The erection of this plant in the city of St. Louis made possible the prompt delivery of all the standards needed and was instrumental in the rapid completion of the great system.

The luminaires, or fixtures, were manufactured in the South Bend Works of the Westinghouse Electric & Manufacturing Company, and were also designed to fit the special requirements of the St. Louis installation. One hundred tons of aluminum, 57 tons of manganese-bronze, and 50 tons of glass were used in manufacturing the fix-

tures for the downtown district alone.

The automatic switching equipment in the sub-stations was also manufactured in St. Louis, in the service shops of the Westinghouse Company. The transformers for operating the system were made at the Westinghouse Company's Sharon Works. Lamps were supplied by the Westinghouse Lamp Company, and cable by the Hazard Insulated Wire Works, for which Westinghouse is the sole agent in the sale of street lighting cable.

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**Statistics of the St. Louis Street Lighting System, the most extensive and modern system of municipal lighting in the world.**

Miles of streets lighted.....	650 (approx.)
Number of lighting standards.....	32,000 (approx.)
Miles of underground cable....	1,600 (approx.)
Number of transformers (from 5 Kv-a. to 80 Kv-a.).....	845
Mounting height of lights:	
Intensified downtown area.....	26 ft.
Intermediate area.....	19 ft.
Residential area.....	15 ft.
Size of lamps:	
Intensified area.....	25,000 lumens (2500 cp.) 15,000 lumens (1500 cp.)
Intermediate area..	10,000 lumens (1000 cp.)
Residential area....	1500 to 6000 lumens (150 to 600 cp.)
Total candlepower in downtown district.....	5,000,000
Total current consumption...	15,000 kilowatts
Amounts expended:	
First Contract, Districts "C" and "D".....	\$1,230,238.00
Second Contract, District "D" extension.....	558,197.00
Third Contract, District "E"...	803,431.00
Fourth Contract, District "A" downtown.....	2,235,985.00



## CHAPTER IV

### *How St. Louis Benefits*

It is now six years since the people of St. Louis, inspired with a vision of what adequate street lighting could do for their city, voted the bond issue that made it possible. Those people today are seeing the dream come true, the vision made reality. Six hundred and fifty miles of streets are lined with graceful, slender columns. From the tops of these columns—32,000 of them—light streams down to the streets and sidewalks from dusk till dawn. Downtown, the whitest of white ways mark the center of St. Louis' busy life, where traffic flows and ebbs, where thousands throng the streets, the theatres, the hotels, the shops. Night never comes to these streets; shadows are banned forever. Out in the districts of homes and houses, friendly light makes pleasant lanes for those traveling the streets. This is the answer to the people of St. Louis, who, six years ago, said, "Give us light!"

The tremendous work involved in bringing about this system of lighting



Fig. 12—Light, for safety, for beauty, for prosperity—a scene near the new Civil Courts Building.

has been explained; the results of that work are apparent to every one who has seen St. Louis by day or by night. And now the time has come when repayment will begin—when the splendid street lighting of St. Louis will start



to repay those whose money and labor have made possible its creation.

Street lighting history has recorded many advantages that come to communities where adequate lighting is provided. All these advantages will be gained by the City of St. Louis, magnified many times by the fact that St. Louis has not confined its activity to a single white way or to a single section of the city, but has provided a comprehensive system of adequate illumination for practically the entire civic area.

The benefits are many and far reaching. Chief among them is increased civic prosperity. Actual instances are on record where real estate men have reported increases in property values from \$150 to as high as \$1500 per foot front and have attributed these increases directly to the installation of ornamental street lighting. Such a street lighting system as St. Louis has today will be a strong attraction to business men considering locations for stores, hotels, theatres, offices, and factories. Prosperity will flow toward the well lighted streets of this city as surely as crowds anywhere are attracted to the brightest places after dark.

Together with increased prosperity and as an integral part of it will come a material reduction in the number of crimes and accidents taking place after dark. Here, again, the records of other cities give valuable evidence. The police statistics in one large city prove conclusively that the installation of a

high intensity street lighting system in the business district alone was responsible for a 41% reduction in the night crimes committed in the newly lighted area. Other statistics show that 17% of all night traffic accidents are directly attributable to the lack of adequate street lighting. Thus, the value of St. Louis lighting to its hundreds of thousands of citizens becomes apparent. Their safety and welfare has been augmented in the same degree as their streets have been transformed from gloomy lanes of shadow to bright paths of light.

Since no city in the world has ever created a system of street lighting comparable in extent and adequacy to that in St. Louis, it is only possible to guess how these benefits will be enhanced by this \$8,000,000 system here. Already St. Louis has assumed a place of first importance in the street lighting world. Many distinguished visitors have come to study the plan and execution of the system. Many more will come in the future to observe the results, carrying back the fame of this city to every corner of the civilized world. A few short years ago, St. Louis lagged behind many municipalities in its methods of lighting. Today it stands as a pioneer of the most modern and most scientific illumination—using the latest developments in ornamental street lighting equipment and evolving a unified plan that insures regular and harmonious lighting throughout the entire city area.





Fig. 13—Twelfth Street, from Olive Street—as it looks today in the City of White Ways.

## *A Contribution to Municipal Advancement*

St. Louis stands today as a living example of what can be done in providing widespread ornamental street lighting within the boundaries of a municipality. It has proved the wisdom of considering the problem of street lighting as a problem to be met by the city as a whole, a problem to be solved by the preparation of a unified lighting plan and the execution of that plan, district by district, until the whole city is covered. The dedication of the downtown district marks, not the completion of the entire work, but the

tangible realization of the success of the plan.

With the evidence of St. Louis before them, other cities will have the benefit of a well established precedent in providing similar plans and similar systems. Thus, St. Louis has made a noteworthy contribution, not only to its own beauty and welfare, but to the development of street lighting in other far distant cities. It has written a chapter of first importance in the street lighting history of the world.

(The End)



*NOTE—Early in December 1928, a fifth contract covering the installation of 2318 standards for another residence district was awarded to G. L. Tarlton, Contractor, of St. Louis. As was the case under the four preceding contracts, all material used in this installation was furnished by the Westinghouse Electric & Manufacturing Company.*



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